

STATE ROUTE 28 SEGMENT FACT SHEET

PKm Ahead: 0.137

SEGMENT: PLA 1

Ahead PM: 0.085

PKm Back: 12.389

Back PM: 7.700

Distance KM: 12.253

Miles: 7.615

JCT. RT. 89/TAHOE CITY TO GRANITE ROAD

Present Facility 2 lane conventional	Transportation Concept Improvements Minor safety and operational improvements to reduce accidents and provide the highest levels of service on the existing facility. Encourage greater public transit use. Support local plans for Transportation System Management (TSM) strategies such as shuttle services and transit incentives.	Click Here to Go to Segment Map
Concept Facility 2 lane conventional		
Ultimate Facility 2 lane conventional		
Levels of Service		
Present LOS F		
20-Year LOS No Build F		
20-Year Concept LOS (Improved): F		
General Plan LOS Standard		
<u>Plan Name</u> <u>LOS</u>		
North Lake Tahoe General Plan, 1996 D		

Description - Rationale - General Comments

The first segment of State Route 28 is a two-lane conventional highway from State Route 89 at Tahoe City to Granite Road. State Route 28 is largely urbanized and supports a variety of uses. These uses include services, tourist commercial, residential (both year-round and seasonal occupancy) and marine facilities oriented to Lake Tahoe.

Currently operating at a LOS F during peak periods, this segment carries 16,400 AADT. By 2016, AADT is expected to increase to 23,300 with extended periods of LOS F.

Pedestrian facilities are few and of varying quality. On-street parking often encroaches on the walkways adjacent to the businesses along this route forcing pedestrians to walk on the roadway.

Projects Programmed/Funded (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents i.e. MTPs, RTPs are not considered to be programmed

NO PROJECTS NOTED IN
PROGRAMMING
DOCUMENTS

<div><div>LOCAL PLANNING JURISDICTIONS</div><div><div>RTPA/ MPO</div><div>Tahoe Regional Planning Agency (TRPA) Jim Baetge, Executive Director P.O. Box 1038 - 308 Dorla Ct. #103 Zephyr Cove, NV 89448 (702) 588-4547</div></div><div><div>Air Quality District</div><div>Placer Co. APCD APCO, Richard Johnson Dewitt Center, 11464 B Ave., Auburn, CA 95603 (916) 889-7130</div></div></div>	<div><div>Air Quality</div><div>The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.</div><div><div>Air Basin:</div><div>Lake Tahoe, Mountain Cos, & Sac Valley</div></div></div>
	<div><div>Federal Air Quality Non-Attainment Designations:</div><div><div>C0:</div><div>ATTAINMENT</div><div>OZONE:</div><div>NON-ATTAINMENT for TRPA STANDARDS AND ATTAINMENT FOR STATE</div><div>PM10:</div><div>(NON-ATTAINMENT FOR CALIF. 24 HR. STANDARD)</div></div></div>

Land Use

Segment 1 land use designation is primarily tourist, recreational and commercial.

Most of the land use along this segment offers a wide variety of recreational activities in all seasons - skiing, boating, swimming, golfing, horseback riding, biking, fishing, and sight-seeing. A number of ski areas exist throughout the Lake Tahoe Basin and these sometime operate at capacity during peak periods. Summertime use of facilities in the Tahoe City area include boat launching and marina facility, and river rafting operations, including a designated use-only parking lot.

In 1990, the population of the Tahoe City area was 1,634 persons and the population of Dollar Point was 1,449. According to the Tahoe Regional Planning Agency (TRPA), population forecasts for the Tahoe Region indicate an increase of 27.7 percent in residential population between the 1987 base year and the 2007 forecast year.

The employment along this segment of the route is seasonally influenced. During the winter the major employers are the major ski resorts and in the hotels, motels, vacation properties, and restaurants that support the resorts. In the summer months, employment shifts to those businesses that support tourism, such as restaurants, bars, motels, and small speciality shops. Employment can also be found in the construction activity. TRPA forecasts a 14.5 percent in regional employment between the 1987 base year and the 2007 forecast for this area.

The Tahoe City community had 1,860 housing units in 1990. Vacant or seasonal units comprised 1,168 (63%). Average household size was 2.4.

Modal options

Public Transit

Tahoe Area Regional Transit (TART) system operates bus lines daily from Tahoe City to Incline. Hours of operation: 6:30 AM to 6:30 PM (every hour on the half hour).

Lake Lapper

The Lake Lapper operates 2 buses year round. Hours of operation: 6:00 AM to 5:00 PM (Monday-Thursday, Sunday)

and from 6:00 AM to 10:30 PM (Friday/Saturday).

Other

The ski resorts offer shuttle service during the ski season with transfers at TART stops. The Tahoe Queen Ferry shuttles passengers between the South Shore and Tahoe City area bus lines. Ski shuttles carry approx. 343,000 passengers each year.

Highway Log Right of Way Information

Average Median Width: 0.00 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 1.22 Meters **No. Lanes:** 2

General Comments:

There is insufficient data available for detailed right of way needs at this time.

Functional Classification and Highway Designation

Functional Classification: Minor Arterial

NHS **0** 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector

Freeway/ Expressway **1** 0= Non F&E, 1= F&E, 2= F&E Unconstructed

Scenic **0** 0=Non Scenic, 1 =Officially Designated, 2= Eligible

Nat'l Truck Network **0** 0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.

Life Line 0=Non Life Line, 1=Life Line Route

IRRS **1** 0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	<u>Traffic Analysis Comments</u>
1996	16,400	2,000	.92	F	
2006	19,800	2,420	1.12	F	
2016	23,300	2,840	1.31	F	

% Traffic Growth/Yr: <u>2%</u>	Land Use: <u>REC/com/sfr</u>	Future 20-Year Land Use: <u>REC/COM/SFR</u>
Terrain: <u>Mountaino</u>	Peak Period Dir Split: <u>56%</u>	Daily Truck %: <u>3%</u>
Total Accident Rate vs Statewide Average: <u>142%</u>	Fatalities + Injuries Acc Rate vs Statewide Avg: <u>46%</u>	Peak Period Truck %: <u>2%</u>

STATE ROUTE 28 SEGMENT FACT SHEET		
PKm Ahead: 12.389	SEGMENT: PLA 2	Ahead PM: 7.700
PKm Back: 16.412	GRANITE ROAD TO COON STREET	Back PM: 10.200
Distance KM: 4.023		Miles: 2.500
Present Facility 4 lane conventional Concept Facility 4 lane conventional Ultimate Facility 4 lane conventional	Transportation Concept Improvements Minor safety and operational improvements to reduce accidents and provide the highest levels of service on the existing facility. Encourage greater public transit use. Support local plans for Transportation System Management (TSM) strategies such as shuttle services and transit incentives.	Click Here to Go to Segment Map
Levels of Service Present LOS B 20-Year LOS No Build C 20-Year Concept LOS (Improved): F		
General Plan LOS Standard <u>Plan Name</u> <u>LOS</u> North Lake Tahoe General Plan, 1996 D		
Description - Rationale - General Comments This segment of State Route 28 is a 4.3 kilometers (2.6 miles) four lane conventional highway from Granite Road to Coon Street. Members of the community requested the Placer County Planning Department to study the possibility of reducing the number of lanes on this segment (Kings Beach) from four to three lanes. This reduction in lanes would provide a continuous left-turn lane in the median. Caltrans conducted a traffic analysis in December 1996. This analysis determined that this proposed reduction in lanes would result in increased delays, longer queues, additional fuel consumption and reduced quality on the State Route 28/267 signalized intersection level of service. Currently operating at a LOS B during peak periods, this segment carries 18,100 AADT. By 2016, traffic is expected to increase to 24,400 ADDT with LOS C.		

Projects Programmed/Funded (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents i.e. MTPs, RTPs are not considered to be programmed

NO PROJECTS NOTED IN
PROGRAMMING
DOCUMENTS

LOCAL PLANNING JURISDICTIONS

**RTPA/
MPO**

Tahoe Regional Planning Agency (TRPA)
Jim Baetge, Executive Director
P.O. Box 1038 - 308 Dorla Ct. #103
Zephyr Cove, NV 89448 (702) 588-4547

**Air
Quality
District**

Placer Co. APCD
APCO, Richard Johnson
Dewitt Center, 11464 B Ave., Auburn,
CA 95603 (916) 889-7130

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Lake Tahoe, Mountain Cos, & Sac Valley

Federal Air Quality Non-Attainment Designations:

C0: ATTAINMENT

OZONE:

NON-ATTAINMENT for TRPA
STANDARDS AND
ATTAINMENT FOR STATE

PM10:

ATTAINMENT
(NON-ATTAINMENT FOR CALIF. 24
HR. STANDARD)

Land Use

Land use in Segment 2 is predominantly tourist/recreational and commercial. There is a large number of motels, restaurants, and tourist related retail shops. In addition, there is also a wide variety of recreational activities occurring in all seasons, i.e., skiing, boating, swimming, golfing, horseback riding, biking, fishing, and sight-seeing. Tahoe Vista as well as Kings Beach contain recreational facilities such as public beaches, recreation concessions, a marina, and various water sports. Kings Beach has a public golf course.

According to the North Lake Tahoe Community Plan (1996), the population of the Tahoe Vista and Kings Beach communities was 2,796 and 1,144 persons respectively.

The employment along this route is seasonally influenced. During the winter the major employers are the major ski resorts and in the hotels, motels, vacation properties, and restaurants that support the resorts. In the summer months, employment shifts to those businesses that support tourism, such as restaurants, bars, motels, and small speciality shops. Employment can also be found in the construction activity.

The Kings Beach community had 2,155 housing units, of which 1,062 (49%) were considered vacant or seasonal. Average household size was 2.55. Most of the housing is older and in fair condition. Some show signs of deterioration and in need of repair.

Modal options

Public Transit

Tahoe Area Regional Transit (TART) system operates bus lines daily from Tahoe City to Incline. Hours of operation: 6:30 AM to 6:30 PM (every hour on the half hour).

Lake Lapper

The Lake Lapper operates 2 buses year round. Hours of operation: 6:00 AM to 5:00 PM (Monday-Thursday, Sunday) and from 6:00 AM to

10:30 PM (Friday/Saturday).

Other

The ski resorts offer shuttle service during the ski season with transfers at TART stops. The Tahoe Queen Ferry shuttles passengers between the South Shore and Tahoe City area bus lines. Ski shuttles carry approx. 343,000 passengers each year.

Highway Log Right of Way Information

Average Median Width: 0.00 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 1.22 Meters **No. Lanes:** 4

General Comments:

There is insufficient data available for detailed right of way needs at this time.

Functional Classification and Highway Designation

Functional Classification:		<u>Minor Arterial</u>				
NHS	NO	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	Freeway/ Expressway	YES	0= Non F&E, 1= F&E, 2= F&E Unconstructed	
Scenic	1	0=Non Scenic, 1 =Officially Designated, 2= Eligible	Nat'l Truck Network	0	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.	
Life Line		0=Non Life Line, 1=Life Line Route	IRRS	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst	

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1996	18,100	2,050	.34	B	The program used for this analysis was "Netsim", a network analysis software sponsored by FHWA. Results of this traffic analysis are solely based on the operational characteristics of the arterial/fe... signalized
2006	21,300	2,410	.38	B	
2016	24,400	2,800	0.43	F	

% Traffic Growth/Yr:	<u>2%</u>	Land Use:	<u>rec/com/SFR</u>	Future 20-Year Land Use:	<u>REC/COM/SFR</u>
Terrain:	<u>Level</u>	Peak Period Dir Split:	<u>52%</u>	Daily Truck %:	<u>3%</u>
Total Accident Rate vs Statewide Average:	<u>190%</u>	Fatalities + Injuries Acc Rate vs Statewide Avg:	<u>73%</u>	Peak Period Truck %:	<u>2%</u>

STATE ROUTE 28 SEGMENT FACT SHEET		
PKm Ahead: 16.412	SEGMENT: PLA 3	Ahead PM: 10.200
PKm Back: 17.744	COON STREET TO CALIF/NEVADA STATE LINE	
Distance KM: 1.332		Back PM: 11.028 Miles: 0.828
Present Facility 2 lane conventional Concept Facility 2 lane conventional Ultimate Facility 2 lane conventional	Transportation Concept Improvements Minor safety and operational improvements to reduce accidents and provide the highest levels of service on the existing facility. Encourage greater public transit use. Support local plans for Transportation System Management (TSM) strategies such as shuttle services and transit incentives.	Click Here to Go to Segment Map
Levels of Service Present LOS E 20-Year LOS No Build F 20-Year Concept LOS (Improved): F		
General Plan LOS Standard <u>Plan Name</u> <u>LOS</u> North Lake Tahoe General Plan, 1996 D		
Description - Rationale - General Comments This segment of State Route 28 is a two lane conventional highway from Coon Street to the California/Nevada State Line. Currently operating at a LOS E during peak periods, this segment carries 23,000 AADT. By 2016, traffic is expected to increase to 27,800 AADT and LOS F.		

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PM10:

ATTAINMENT
(NON-ATTAINMENT FOR CALIF. 24
HR. STANDARD)

Land Use

Land use along Segment 3 is designated as commercial/public service. There is a mixed residential area of condominiums and single family residences near the communities of Kings Beach and Brockway. The segment also continues to be tourist related with a wide variety of recreational activities. In addition, land use contains four operating casinos and accessory hotel/motels. This area contains the only hot springs in the basin.

The employment along this route is predominantly hotels, motels, vacations properties and restaurant related. Employment can also be found in the construction activity.

Modal options

Public Transit

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Lake Lapper

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Life Line		0=Non Life Line, 1=Life Line Route	IRRS	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	<u>Traffic Analysis Comments</u>
1996	23,000	2,400	1.06	E	
2006	25,400	2,650	1.17	F	
2016	27,800	2,900	1.28	F	

% Traffic Growth/Yr:	<u>1%</u>	Land Use:	<u>COM/Rec/SFR</u>	Future 20-Year Land Use:	<u>COM/REC/SFR</u>
Terrain:	<u>Mountainous</u>	Peak Period Dir Split:	<u>52%</u>	Daily Truck %:	<u>3%</u>
Total Accident Rate vs Statewide Average:	<u>97%</u>	Fatalities + Injuries Acc Rate vs Statewide Avg:	<u>42%</u>	Peak Period Truck %:	<u>2%</u>

